

# Hongkong Daily Press.

ESTABLISHED 1857.

BOOKBINDING by European methods with the best materials, and under European supervision.  
THE "DAILY PRESS" OFFICE  
Always pronounced equal in honor, work, and prices very moderate.

PRINTING OF ALL KINDS at the most moderate prices at  
THE "DAILY PRESS" OFFICE.  
All proofs are read, and all work supervised by Englishmen. Always prompt and generally superior to that done anywhere else. Estimates given.

No. 11,952. 1856. 1856. 1856. 1856.

1856. 1856. 1856. 1856.

HONGKONG, FRIDAY, JUNE 5TH, 1856.

1856. 1856. 1856. 1856.

GOLD MEDALS, PARIS, 1878, 1880.  
Of Fragrant Quality  
and Very Pure.  
Demanding and therefore  
CHAPTEAU.

JOSEPH  
GILLOTT'S  
PENS.

The Only  
Awards  
Chicago, 1873.  
Honorable Mention by BAWERS  
Barrel Pens, 225, 226, 227.  
Slip Pens, 332, 333, 334, 335, 336.  
43, 7, 600, 7, 601.  
In Fine, Medium and Broad  
Points.

THE NEW TURNED-UP POINT, 1043  
1880.

PRICE \$24 PER MONTH.

NOTICE  
Communications respecting Advertisements, Subscriptions, Printing, Blanks, &c., should be addressed to THE MANAGER, and special business matters to THE SECRETARY.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until demanded.

Orders for extra copies of Daily Press should be sent to THE MANAGER, and will be filled as soon as the supply is limited. Only accepted for that.

Telegraphic Address, A.B.C. Code.

P. O. Box 31. Telephones No. 13.

## NEW ADVERTISEMENTS.

### WANTED.

A HALF-PLATE CAMERA. State  
A Maker of Lenses and full particulars in  
writing to  
Care of Watkins and Co.  
Hongkong, 5th June, 1856. [1340]

### TO BE LET, FURNISHED FOR SIX WEEKS.

MOUNTAIN VIEW, No. 62 Sitting  
and 3 Bedrooms.  
For Particulars, apply at once to  
R. C. WILCOX,  
70, Queen's Road, Central,  
Hongkong, 5th June, 1856. [1340]

### PUBLIC AUCTION.

THE Undersigned has received Instructions  
to sell by  
PUBLIC AUCTION  
on TUESDAY, the 9th JUNE, 1856,  
at 2.30 P.M.,  
at His SALES ROOMS, QUEEN'S ROAD,  
HOUSEHOLD FURNITURE, &c.,  
(for Sundry Accounts)

Comprising—  
DRAWING-ROOM FURNITURE  
(CALCUTTA-MADE) by AZARUS & Co.)  
COTTON, &c.

TAPESTRY COVERED SOFA, EASY  
CHAIRS, CHAISES and OTTOMAN, CHEF-  
FOUR CENTRE and SIDE TABLES,  
CARD TABLE, TEA POYS, and MIRRORS  
BRACKETS.

TEAKWOOD MARBLETOP CENTRE  
and SIDE TABLES.

CHIMNEY GLASS, PICTURES, and  
ORNAMENTS.

ONE HUNDRED AND FIFTY  
HEARTH RUGS.

EXTENSION DINING TABLE, SIDE-  
BOARD with Plate Glass, WHATNOTS,  
GLASS BOOKCASES, and WRITING  
TABLE.

CROCKERY, GLASS and PLATED  
WARE.

DOUBLE BRASS and IRON BED-  
STEADS.

DOUBLE and SINGLE WARDROBES,  
with Brass, Glass, &c., CHEST OF  
DRAWERS, DRESSING TABLE, and  
MARBLETOP WASHSTANDS.

ONE VIOLIN.

ONE COOKING STOVE.

TEA CADDIES, &c., &c.

TERMS OF SALE—As Customary.

J. M. ARMSTRONG,  
Auctioneer.

Hongkong, 5th June, 1856. [1341]

NISSON YUSEN KAISHA.

JAPAN-EUROPE LINE.

STEAM FOR  
SINGAPORE, COLOMBO, PORT SAID,  
MARESHALLS, LONDON, AND  
ANTWERP.

THE Chartered Steamer

"AGAPANTHUS"

will be despatched for the above ports TO-  
MORROW, the 6th inst., at NOON.

For Freight, apply to

NISSON YUSEN KAISHA.

Hongkong, 4th June, 1856. [1342]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR TAIWANFOO.

THE Steamship

"KALGAN."

Captain Dawson, will be despatched as above  
TO-MORROW, the 6th inst., at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, 5th June, 1856. [1343]

THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

FOR SINGAPORE AND LONDON:

THE Company's Steamship

"HYSON."

J. S. Hogg, Commander, will be despatched as  
above on WEDNESDAY, the 17th inst., at  
5 P.M.

For Freight, etc., apply to

HOLLIDAY, WISE & CO.,

Agents.

Hongkong, 5th June, 1856. [1344]

THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

FOR SINGAPORE, LONDON, AND  
LIVERPOOL.

THE Company's Steamship

"MOYUNE."

C. H. Kemp, Commander, will be despatched as  
above on WEDNESDAY, the 17th inst., at  
5 P.M.

For Freight, etc., apply to

HOLLIDAY, WISE & CO.,

Agents.

Hongkong, 5th June, 1856. [1345]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES—

THE Steamship

"GLAMORGANSHIRE"

FROM ANTWERP, LONDON, AND  
STRAITS.

CONSIGNEES of Cargo are hereby in-  
formed that all Goods are being landed at their risk and to the Godowns of the Hong-  
kong & Kowloon, Victoria, and Kowloon Com-  
pany, at Kowloon, whence to and from the  
Wharf delivery, may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns and all Goods remaining  
undelivered after the 10th inst. will be subject  
to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
10th inst. or before the 1st instant.

All Goods, shafted and damaged Goods are to  
be left to the Godowns, where they will be ex-  
changed on the 10th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CALLIIL & CO.,

Agents.

Hongkong, 4th June, 1856. [1346]

PORLTAND CEMENT

J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA,

HOLLIDAY, WISE & CO.

Hongkong, 11th April, 1856. [1347]

## NOTICE

INTIMATIONS

A. S. WATSON & CO., LIMITED.

THE FINAL DIVIDEND for the Year

1856, at the Rate of Five Cents per

Share (or Five Dollars per Share) will be

PAID PAYABLE at the Hong-

Kong and Shanghai Bank, Hongkong, on

and after the 22nd inst., on WARRANTS to

be obtained from the Undersigned. Local

Shareholders are requested to apply at

the COMPANY'S OFFICE for their Warrants.

The DIVIDEND will also be PAYABLE

at the HONGKONG and SHANGHAI BANK

Shanghai, on presentation of WARRANTS

there, on and after the same date.

By Order,

A. H. MANOELL,

Secretary.

Hongkong, 22nd May, 1856. [1348]

GREEN ISLAND CEMENT COMPANY.

LIMITED.

DEBTENURE ISSUE.

NOTICE is hereby given that in accordance

with the terms of the above Issue, 50

Debentures of the above COMPANY will be

DRAWN for Redemption on MONDAY, the

8th JUNE, 1856, at 12 o'clock NOON, at the

COMPANY'S OFFICE, No. 9, PRAYA CENTRAL,

Victoria, Hongkong.

Debenture Holders are entitled to be present

at the Drawing on production of their Debentures.

Dated this 30th day of May, 1856.

SHIENWAN & CO.,

General Managers.

Hongkong, 15th June, 1856. [1349]

THE HONGKONG ELECTRIC COMPANY,

LIMITED.

NOTICE is hereby given that the

SEVENTH ORDINARY YEARLY

MEETING of SHAREHOLDERS in the above

COMPANY will be held at the COMPANY'S

OFFICES, No. 23, QUEEN'S ROAD, on SATUR-

DAY, the 20th JUNE, at NOON, for the purpose

of presenting the Report of the Directors,

together with a Statement of Accounts to 30th

JUNE, 1856, and electing Directors and Audit-

ors.

The TRANSFER BOOKS of the Company will

be CLOSED from the 6th to 20th June,

both days inclusive.

By Order of the Board of Directors,

CHAS. P. HADTON,

Acting Secretary.

Hongkong, 3rd June, 1856. [1350]

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

THE Certificate No. 768 for one Share

numbered 5,238 standing in the Register

in the name of NG CHEE PUT, having been

declared LOST, notice is hereby given that unless the said Certificate be produced on or before the 30th JUNE, 1856, a new Certificate will be issued in its place, and the old Certificate will thereafter be held by the Society as null and void.

By Order of the Board of Directors,

N. J. EDE,

Secretary.

Hongkong, 27th May, 1856. [1351]

CLARET! CLARET!

INTIMATIONS  
NOW READYTHE CHRONICLE  
AND DIRECTORY  
FOR  
CHINA, JAPAN, STRAITS, &c., &c.  
1896,With which is incorporated  
THE CHINA DIRECTORY.THIRTY-FOURTH ANNUAL ISSUE,  
and will be found, as usual, to show the advance  
and progress of years both in fulness and accuracy.The DIRECTORY covers the whole of the  
ports and cities of the Far East, from Penang to  
Vladivostok, in which Europeans reside.

A. S. WATSON &amp; CO., LIMITED.



CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED  
WATERS.OUR AERATED WATER FACTORY is fitted  
with the best English Machinery, embodying  
the latest improvements in the trade.The Purest Ingredients only are used, and  
the utmost Care and Cleanliness exercised in  
the Manufacture throughout.The Water used is pure, by repeated  
Analyses to be absolutely pure.For COAST POSTS, Waters are packed and  
placed on board ship at Hongkong prices, and  
the full amount allowed for Packages and  
Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is  
"DISPENSARY, HONGKONG."  
And all signed messages addressed thus will  
receive prompt attention.The following is a List of Waters always  
kept ready in Stock—

PURE AERATED WATER

SODA WATER

LEMONADE

POTASH WATER

SEALER WATER

LITHIA WATER

SARASPARILLA WATER

TONIC WATER

GINGER ALE

GINGERADE

No Credit given for Bottles that look dirty  
or greasy, or that appear to have been used for  
any other purpose than that of containing  
Aerated Waters, as such Bottles are never used  
again by us.A. S. WATSON & CO., LIMITED.  
THE HONGKONG DISPENSARY.

Hongkong, 26th May, 1896.

CROSS COMMUNICATIONS relating to the news columns  
should be addressed to THE EDITOR.  
Correspondents must forward their news contributions  
with communications addressed to THE EDITOR, not  
forgetting to state the evidence of good faith.  
All letters for publication should be written on one  
side of the paper only.No anonymously signed communications that have  
already appeared in other papers will be inserted.Orders for extra copies of DAILY PRESS should be  
sent before 11 a.m. or day of publication. After  
that hour the supply is limited. Only supplied for Cash.  
Telegraphic Address—A. S. C. Co.,  
P. O. Box. 30. Telephone No. 12.

The Daily Press.

HONGKONG, JUNE 5TH, 1896.

In connection with the Pnyu Reclamation  
the question of the provision of wharfage  
accommodation has been raised by one of  
our evening contemporaries, which soundly  
rates the Government for its alleged inaction  
and illiberalism. "The Government," says  
the Telegraph, "is behaving so foolishly, so  
unsystematically, so illiberalistically in the matter  
of new piers and wharves that one would  
think the object in view was to drive  
shipping from the place instead of to draw  
it hither." No evidence is adduced in  
support of this charge. The article then  
refers to the inadequate provision for the  
steam-launch and boat traffic, which is a  
separate matter, and then, coming back to  
the main subject, the questions are asked,  
"Are we to have an adequate supply of  
public wharves for the accommodation of  
the coast and river steamers erected and  
maintained at the expense of the colony,  
or are we to depend on individual effort  
for our requirements in that respect? Are  
the wharves to be at right angles to the  
Praya or parallel to it? Are they to be few  
or many, of wood or iron? How is the new  
sea front to be kept dredged and clear  
of sand and silt and free from dirt and  
smells?" Of these questions the first is  
the most important, and we think there can  
only be one answer to it, namely, that it is  
not desirable the Government should engage in  
the wharfage business. The existing  
wharves for the accommodation of sea-going  
vessels are sufficient for present requirements  
and when more are required it will be  
well to let private enterprise supply the  
want. It is true that private monopolies  
are usually more burdensome than Government  
monopolies, but in the present case no  
question of monopoly arises, and the requirements  
of the shipping are more likely to be  
satisfactorily met under the influence  
of competition than if the Government took  
into its own hands the administration of all  
the wharves and established Government  
wharfage dues. If any scheme of that kind  
were adopted it would be absolutely necessary  
to establish a representative Harbour Board  
for the control and administration of the  
wharves, but even then the system, we are  
inclined to think, would not work so satisfactorily  
as the present one. The West  
Point Wharf and the Kowloon Wharves,  
now anticipated, were constructed under  
special Ordinances, known respectively as  
Johnson's Wharves Ordinance and Chater's  
Wharves Ordinance. In these Ordinances  
we fail to find any trace of the illiberalism  
alleged against the Government, and nodoubt any marine lot holder who wished  
either by himself or in conjunction with  
others as a public company, to engage in the  
wharfage business, could by legislation  
obtain similar powers and rights to those  
conferred by the Ordinances named. Permission  
may also be obtained for the construction  
of private piers, and it is desirable  
that such permission should be granted on  
the most liberal terms possible consistently  
with the preservation of the rights of the  
public; but the question of what are liberal  
or illiberal terms may afford room for difference  
of opinion and it is not much use entering  
on its discussion until the terms to  
which objection is taken are stated. If it  
be granted that it is desirable that the  
colony should depend on individual effort  
for its requirements in the matter of wharfage  
accommodation for sea-going vessels, then  
the question of whether the wharves are to  
be at right angles to the Praya or parallel  
to it and whether they are to be of wood or  
iron may well be left for decision in  
each individual case as it arises. In some  
positions a wharf at right angles might be  
the better, and in others a parallel wharf; but  
no hard and fast rule could be laid down. The  
question of wood or iron seems to concern  
principally the proprietors of the wharves  
and must depend on many conditions that  
can only be determined at the time of  
construction, such, for instance, as the relative  
prices of the two materials and the discovery  
of new or improved methods of protecting  
them from damage by water and  
marine insects. All things considered, we do  
not think any legitimate public grievance  
exists in respect of the policy, or absence of  
policy, of the Government in the matter  
of wharfage accommodation for sea-going  
vessels.With reference to the alleged inadequate  
provision for steam-launch and boat  
traffic pending the completion of the new  
Praya, we are inclined to think the fault  
lies not so much in the want of adequate  
provision as in the absence of adequate  
regulation. Within a few yards of New  
Pedder's Wharf there is another landing  
stage, which is very seldom used, though  
there is no reason why it should not be,  
except that people prefer to walk the extra  
distance and instead overcrowd Pedder's  
Wharf. What is very much wanted is a  
wharf reserved exclusively for the Kowloon  
ferry traffic, and as a cognate subject may  
be mentioned the desirability of an  
improvement in the character of the  
boats by which the ferry is conducted.  
Designs for new ferry boats suitable for the  
service were got out some years ago and we  
believe are still to be found in the Dock  
Company's office. The scheme entertained  
at that time fell through; an arrangement  
being come to between the promoters and the  
proprietor of the "Star" launches. A more  
frequent and regular service resulted from  
that arrangement, but with the rapid development  
of Kowloon and the great increase of  
traffic a larger and improved class of  
boat is called for. If the requirements in  
this direction were met residence at Kowloon  
would become still more popular with  
European residents and the pressure upon  
the house accommodation on this side  
would be proportionately relieved. The  
Chief Justice—Why have you not been  
furnished?Mr. Francis—It is one of those mysterious  
Magistrate's office. We applied for a copy of  
the depositions and a copy of the conviction  
was not sent with them. If there has been an  
altercation in the conviction I should like to  
have a look at the end of the depositions  
stating that there was a conviction. I think  
"twelve months' hard labour" is hardly formal  
enough.Mr. Francis again complained that the finding  
was different from the offence charged.  
The Chief Justice—I do not think that need  
arise in your argument.Mr. Francis—That is essential; except for the  
depositions.The Chief Justice—I think there ought to  
have been a look at the end of the depositions  
stating that there was a conviction. I think  
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have been a look at the end of the depositions  
stating that there was a conviction. I think  
"twelve months' hard labour" is hardly formal  
enough.

His Lordship—You have the charge.

His Lordship—In regard to that, how is it  
that there are two girls in the charge? Can  
you put two girls in a charge like that?The Acting Attorney-General—I must admit  
that those seem to me to be irregular. There  
ought to have been two separate charges,  
two separate and distinct punishments  
inflicted.His Lordship—Then there is a doubtful  
in the charge.The Acting Attorney-General—The charge  
ought to have been only in one alternative and  
not in both. The prisoner ought to have been  
charged either with intent to sell girls, or  
with intent to let them out for hire, and not  
with both.His Lordship—But we are not really  
concerned with those two points now.Mr. Francis—No, except that as Chief Justice  
of the colony you are responsible for the  
administration of justice. Here is a Police Court  
possessing a greater jurisdiction than any  
Session Court in England and nobody  
knows anything about the law or the administration  
of justice, whether the Magistrate or his  
assistant.The Chief Justice—Why did you not apply  
for an amended copy?Mr. Francis—You might as well stand in the  
middle of the street and make such a request.  
It is the *curse* curse up there to do as they  
like. It is a record made out in the office  
after the whole case had been heard.The Chief Justice—Then read the conviction,  
which was for unlawfully bringing into this  
colony certain female named Chiu Tung and  
another named Lui Tui on the 24th instant, at 6 a.m.The O. & O. steamer *Doric*, with mails, &c.,  
left Nagasaki for this port on the morning of  
the 4th instant, at 6 a.m.The M. M. steamer *Melbourne*, with the  
French mail of the 5th May, left Singapore  
on Wednesday, the 3rd inst., at 5 p.m., and  
may be expected here on about Wednesday,  
the 10th instant.The Hon. Treasurer of the Alice Memorial  
and Nelson Hospitals beg to acknowledge  
with thanks the following donations to  
the funds of the hospitals:

E. V. Brewster . . . . . \$10

J. W. Osborne . . . . . 10

Geo. McBain . . . . . 5

The Secretary of the Pungtung Mung  
Company, advised us that he has received the  
following telegram from the mines, being the  
same as the cable up to May 26th, 1896, total  
of 28 days, 1009 tons yielding 449  
cwt. of smelted gold. Forty-two tons of  
concentrates were obtained for a yield of 75 oz.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

LONDON, 2nd June.

THE DISTURBANCE IN CRETE.

Thirty-five battalions of Turkish regulars  
have been ordered to Crete. Many of the  
surgents have retreated to the mountains and  
proclaimed the union of Crete with Greece.

SOUTH AFRICA.

Mr. Cecil Rhodes has arrived at Beliavaya.

[FROM TONKIN PAPERS.]

TAXATION OF FUNDS IN FRANCE.

PARIS, 28th May.

The Chamber has remitted the sum of 45 per  
cent on French and foreign roads.FRANCE AND THE CORONATION  
OF THE Czar.

PARIS, 27th May.

Mr. Faure has telegraphed to the Czar the  
sincere congratulations of France.

PARIS, 28th May.

The Czar has warmly thanked M. Faure  
and expressed the joy he experiences at seeing  
France heartily united with Russia.[FROM BANGKOK PAPERS.]  
FRANCE AND THE CORONATION  
OF THE Czar.

LONDON, 25th May.

In honour of the coronation of the Czar of  
Russia, the city of Paris has been specially  
decorated, and the French Minister of War  
granted a day's leave to the troops, whilst  
he at the same time remitted the sentences  
passed on offenders.

FRANCE AND GERMANY.

LONDON, 25th May.

M. Herbeau, the French Ambassador to Berlin,  
who has long been the subject of attack by  
the German papers, including especially the  
official organ of the Foreign Office, the *Collegial  
Gazette*, has been recalled. M. Denouillet has  
been appointed as his successor.

SUPREME COURT.

June 4th.

IN APPELLATE JURISDICTION.

BEFORE HIS HONOUR DR. CARRINGTON  
(CHIEF JUSTICE) AND MR. T. SCRIEBNER  
SMITH (ACTING PLEA JUDGE).LEUNG WU, APPELLANT, v. INSPECTOR  
STANTON, RESPONDENT.This was an appeal against the decision of the  
Police Magistrate, whereby appellant was  
sentenced to twelve months' imprisonment for  
bringing into the colony two girls for the pur-  
pose of prostitution.Mr. J. Francis, Q.C. (sustained by Mr.  
Locke, of Mr. V. H. Deacon's office) appeared for  
the appellant, and Hon. Mr. E. Pollock  
(Acting Attorney-General) appeared for the  
respondent, being instructed by Mr. A. B.  
Johnson (Crown Solicitor).Mr. Francis moved that there was a motion for  
leave to appeal by way of certiorari from the  
decision of the Police Magistrate. The application  
was made under sections 104 and  
105 of the Police Magistrate's Ordinance 10 of  
1890 on the ground that there was not sufficient  
evidence before the Magistrate to support the  
conviction and there was abundant evidence  
on which the prisoner might be found guilty.  
The charge was that the prisoner had  
been guilty of the offence of prostitution.The Acting Attorney-General said that the  
evidence was not sufficient to sustain the  
conviction, but that the facts were such that the  
prisoner was convicted.The Acting Attorney-General said that the  
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conviction, but that the facts were such that the  
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evidence was not sufficient to sustain the  
conviction, but that the facts were such that the  
prisoner was convicted.

early managed affairs; but even the microcosm of local history proves in reality too large for the world to be heaven-sent omnipotence of the editorial mind.

The Educational Association is not aggressive and makes little trouble in China, but it represents a power greater than that of batallions and battleships. No one could have attended this series of meetings and heard reports of the educational forces at work both in great centers and remote corners of the eighteen provinces and not have apprehended that a real awakening and liberating power is at work. It is lack of knowledge from which China suffers most. Ignorance is in the soil and it is the seed of education and education is the fruit of knowledge.

It may not be the case that the use of great upheavals or reforms, but it cannot be denied that in the mission school and college an entirely new character is being formed, and a most potent force is being developed.

Do not refer to the somewhat showy Anglo-Chinese education which fills up connecting houses with English-speaking teachers and Chinese students, and which is the mechanical interpreters of one variety of "Savages," but to the solid educational work of vernacular colleges and schools where on this foundation is built up a structure of knowledge and useful scientific enlightenment. All honor to the workers who devote themselves to this splendid service. They are preparing the reformers and scientists and leaders who shall be China's saviors in the future.

It is not generally known how large an army of educationalists are laboring in China, nor how far-reaching is their work. There are:

For	For
Primary Schools	747
Secondary Schools	45
Colleges and Training Classes	32
	14
	324
	308
or a total of 1,434 schools and colleges.	
Male Females	
Primary Schools	11,817
Secondary Schools	1,352
Colleges, &c.	1,223
	416
Total:	14,573
	6,726

The foreign teachers number about 350, their pupils over 21,000.

Now were these schools and colleges the only gift of the Christian civilization of the West to China, it would be a magnificent contribution to the country. Why the officials do not see that China has no such friends as the missionaries to whom she affords a glorious and inadmissible protest against the modern and work she so persistently suggests, it is hard to explain. It cannot be that all Western knowledge is distributed; for there are Government colleges here and there, like the Tung-wan Tewan in Peking and Canton, supported at great cost.

#### A NEW BRITISH INDUSTRY.

##### ARTIFICIAL SILK.

There will shortly be started in Lancashire a new industry of a character so novel that the mention of it may appear to be suggestive of an absurdity rather than of sober truth. It will be one for nothing less than the manufacture of silk out of wood pulp.

Quixotic as it may appear to be, the industry is already being established that the industry in Lancashire is expected to produce something like revolution in the conditions of trade there, not only by bringing into existence a new occupation, but also by finding more work for a good deal of the weaving machinery that is now only partially employed; while the weaving of "silk" or only partly expert will be able to distinguish from the work of a weaver to whom the product of the silk-worm is more or less a prohibitive luxury.

All the same, there will probably be some sentimental regret that the silkworm itself, which has played so important a part in the clothing of the peoples of the Western world since the middle of the sixteenth century should thus run the danger of being supplanted by liquidated fiber; though it is to be observed that the wood-pulp is, after all, no more remarkable than that which was made by the Persian missionaries who visited China thirteen hundred years ago; and learnt to their surprise that garments could be made from the cocoons of a caterpillar.

#### SHIPPING REPORTS.

The British steamer *Phoebe*, from Bangs 27th May, had moderate winds and fine weather throughout.

The British steamer *Gloucestershire*, from London and Singapore 23th May, had southerly winds and very fine weather.

The British steamer *Macmillan*, from Moji 30th May, had moderate N.E. wind with fine weather to Cape Turnabout; from there to port southerly winds and showery weather.

The British steamer *Wesing*, from Newchung 23th May, had fog and northerly wind from Fumontoy to Turnabout; thence to port E. and S.E. winds, heavy and incessant rain.

The British steamer *Australasia*, from Chefoo 30th May, had fine weather to Shantung; Fumontoy; foggy weather to Chusan Archipelago; moderate winds and other fabrics being sold exclusively in London as among the leading features of this season's Paris novelties; though the appearance of them is so close to that of the ordinary silks, so little has been said of the new discovery, neither the ladies who have bought them nor, indeed, the shopkeepers who have sold them have realized the change that has been brought about in the process of manufacture.

At present the silk comes from France, large works having been established at Boissoan, and contracts granted to Count Hilario de Chardonneau, Chevalier of the Legion of Honour, who discovered the process, and first established it in 1869 the fact that it might be made into a commercial success. Since then the demand for the new commodity had surpassed the existing powers of manufacture, and some months ago the idea was mooted of adding to the number of the works by immigrating the process to a suitable city in England, as well. The project seemed to be especially desirable in the interests of Lancashire, whose commercial prosperity has been seriously threatened of late, while it was pointed out that Lancashire weavers are much more skillful than the French in working up these textile combinations for which the artificial silk is particularly, though not exclusively, adapted. A number of silk and cotton mills have been established in Lancashire, and finally sent out to Boissoan a delegation consisting of some of their own number, an engineer, a chemist, and a lawyer, to investigate the subject thoroughly. This was done, and the outlook was found to be so promising that certain concessions have been secured and a company is now in process of formation, and to begin with a factory, which will cost £30,000, to be built near Manchester, for the manufacture of artificial silk from wood pulp.

Manufacture of artificial silk in England, as well as in France, will be especially desirable for the British market, for whom the demand for the new commodity had surpassed the existing powers of manufacture, and some months ago the idea was mooted of adding to the number of the works by immigrating the process to a suitable city in England, as well.

The British steamer *Mendips*, sailed on the 29th May, had moderate N.E. winds and fine weather. From Amyo to Swatow moderate southerly winds and fine weather till off Cape of Good Hope; thence to port fresh N.E. winds and heavy rain. From Swatow moderate to strong S.E. winds with heavy rain equals to Port Eliano; thence to port high tides, with heavy S.W. swell. In Taiwan, S.E. wind. Straits. In Amoy, E.W.风. From Siau, Chefoo, Nanking, Ienou, Victoria, and China Hock Kuan. In Swatow, 2nd Str. Sabine Wickens, Produce, Porcelain, and Victoria.

EXPORT CARGOES.

The British steamer *Mendips*, sailed on the 29th May, had moderate N.E. winds and fine weather. From Amyo to Swatow moderate southerly winds and fine weather till off Cape of Good Hope; thence to port fresh N.E. winds and heavy rain equals to Port Eliano; thence to port high tides, with heavy S.W. swell. In Taiwan, S.E. wind. Straits. In Amoy, E.W.风. From Siau, Chefoo, Nanking, Ienou, Victoria, and China Hock Kuan. In Swatow, 2nd Str. Sabine Wickens, Produce, Porcelain, and Victoria.

HONGKONG, 18th March, 1890. [720]

SUN INSURANCE OFFICE, LONDON

#### INSURANCES.

THE MANCHESTER FIRE INSURANCE COMPANY.

ESTABLISHED A.D. 1824.

CAPITAL £200,000. TOTAL FUNDS AND SECURITY £17,500,000. ANNUAL FIRE PREMIUM £1,750,000.

HOLLIDAY, WISE & CO. Agents.

Hongkong, 3th January, 1890. [858]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER 1894 £11,671,013 2s 2d.

SHAW, SWINNERTON & CO. Agents.

Hongkong, 13th July, 1890. [1360]

PHENIX FIRE OFFICE.

UNDERSIGNED are now prepared to GRANT POLICIES OF INSURANCE AGAINST FIRE AT CURRENT RATES.

DOUGLAS LAPEAUX & CO. Agents for the Phenix Fire Office.

Hongkong, 17th August, 1890. [120]

SCOTTISH METROPOLITAN INSURANCE ASSOCIATION.

(LIFE AND ACCIDENT).

LIFE RATES 20% LOWER than those charged by most Companies.

ACCIDENTS £2 PER ANNUM SECURE £1,000 IN CASE OF DEATH BY ACCIDENT.

DOUGLAS LAPEAUX & CO. Agents.

Hongkong, 18th June, 1890. [1276]

EMPIRE INSURANCE CORPORATION.

FIRE AND MARINE.

We have this day been appointed AGENTS and are prepared to accept RISKS at CURRENT RATES.

HOLLIDAY, WISE & CO. Agents.

Hongkong, 28th April, 1890. [1052]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO. Agents.

Hongkong, 24th May, 1890. [19]

A USTRALIAN ALLIANCE INSURANCE COMPANY.

The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS at CURRENT RATES.

For Further Particulars, apply to GIBB, LIVINGSTON & CO. Agents.

Hongkong, 16th March, 1890. [728]

THE SCOTTISH UNION AND NATIONAL INSURANCE COMPANY, EDINBURGH AND LONDON.

ESTABLISHED 1821.

CAPITAL £6,000,000.

INVESTED FUNDS £4,350,000.

ANNUAL INCOME £1,000,000.

CLAIMS PAID £1,000,000.

FIRE INSURANCE offered at CURRENT RATES.

Particulars may be had on application to GIBB, LIVINGSTON & CO. Agents.

Hongkong, 16th September, 1890. [16]

WORTH A GUINEA A BOX.

KELLY & WALSH, LIMITED.

FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO. Agents.

Hongkong, 16th November, 1872. [117]

BECHAM'S PILLS FOR ALL BILIOUS AND NERVOUS DISORDERS.

ANNUAL SALE SIX MILLION BOXES.

The 1st Box contains 50 Pills.

Price 50 Cents.

Prepared only by the Proprietor—

THOMAS BECHAM, 54, Holles, ENGLAND.

SOLE AGENTS FOR HONGKONG AND THE EMPIRE OF CHINA—WATKINS & CO.

63, Queen's Road Central, HONGKONG.

AGENTS.

HONGKONG, W. ROBINSON & CO., SINGAPORE.

150 PLANOS FOR HIRE OR MONTHLY PAYMENTS.

PIANOS REPAIRED EQUAL TO NEW—WORK WARRANTED.

TUNING BY EXPERIENCED MEN ONLY.

SECOND HAND PIANOS CHEAP.

POPULAR AND "CHIMAY" MODELS \$300, \$350—\$385.

5 & 6 Oct. PIANOS \$175—\$225.

ALL GUARANTEED FOR CLIMATE.

ILLUSTRATED CATALOGUE FREE.

MUSIC, STRINGS, AND MUSICAL INSTRUMENTS.

W. BREWER & CO. UNDER HONGKONG HOTEL.

24]

Apolinaris

THE QUEEN OF TABLE WATERS.

More wholesome than any aerated water which Art can supply.

THE TIMES.

SOLE AGENTS.

CARLOWITZ & CO., HONGKONG, CANTON, SHANGHAI, TIENTSIN AND HANKOW.

#### BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £10,000,000.

RESERVE FUND £3,575,000.

NET LIABILITY OF PROP. OVER £10,000,000.

COURT OF DIRECTORS:

A. MCNAUL, Esq.—Chairman.

G. R. DODWELL, Esq.—Deputy Chairman.

M. R. DODWELL, Esq.—Secretary.

H. M. GUNN, Esq.—Treasurer.

N. A. SIEVE, Esq.—Auditor.

CHIEF MANAGER:

Hongkong, T. P. WADDE GARDNER, Esq.

LONDON BANKERS—LONDON & COMPANY, LIMITED.

KOWLOON.

HONGKONG, 22nd May, 1890. [1232]

TO LET.

(With Possession from 1st JUNE.)

HO TUNG'S EAST GODOWN, PRAYA, WANGHAI.

Apply to HO FOOK.

Hongkong, 22nd May, 1890. [1232]

## NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer.

"AUGUSTUS."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 30th inst.

Goods unlanded after the 6th June will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 6th June.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 20th May, 1896. [1235]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMONT."

FROM ANWERP, LONDON, AND

SINGAPORE.

Cargoes of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining unlanded after the 4th June will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 6th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 5th inst., at 3 P.M.

All Claims must reach us before the 12th inst., or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

MELCHERS &amp; CO., Agents.

Hongkong, 2nd June, 1896. [1237]

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship.

"KAISAR-I-HIND."

FROM BOMBAY, COLOMBO, AND

STRaits.

Cargoes of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be signed out, mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo ---  
From London, &c., ex. S.S. *Messiahs*.From London, &c., ex. S.S. *Chandrapur* and *Sapura*.  
For Passage and cargo, when they will be examined on the 3rd June, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 30th May, 1896. [1238]

NOTICE TO CONSIGNEES.

THE Steamship.

"LIVEMORE."

Captain G. H. Hesemann, will be despatched for the above port TO DAY, the 5th inst., at 4 P.M.

For Freight or Passage, apply to

SIEMSEN &amp; CO., Agents.

Hongkong, 3rd June, 1896. [1239]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at Port Darwin and Queensland Ports, and sailing through Cargoes to

ADELAIDE, NEW ZEALAND,

TASMANIA, &amp;c.)

THE Steamship.

"ARLIS."

Captain Ellis, will be despatched for the above Ports TO MORROW, the 6th June, at 11 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions throughout the voyage.

A Stevedore and a duly qualified Surgeon are on board.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 26th May, 1896. [1240]

"ARLIS."

Captain Ellis, will be despatched for the above Ports TO MORROW, the 6th June, at 11 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions throughout the voyage.

A Stevedore and a duly qualified Surgeon are on board.

For Freight or Passage, apply to

DODWELL, CARLILL &amp; CO., Agents.

Hongkong, 33rd May, 1896. [1241]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

THE Steamship.

"GLAMORGANSHIRE."

Captain H. N. Vyvyan, will be despatched above or on about TO MORROW, the 6th June.

For Freight or Passage, apply to

DODWELL, CARLILL &amp; CO., Agents.

Hongkong, 33rd May, 1896. [1242]

PROPOSED SAILINGS FROM HONGKONG.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

THE Steamship.

SAFETY.

SPEED.

PUNCTUALITY.

Twin Screw Steamships - 6,000 Tons - 10,000 Horse-Power - Speed 10 knots

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration)

EMPEROR OF CHINA, Comdr. W. Archibald, R.N.E. WEDNESDAY, 10th June, 1896

EMPEROR OF INDIA, Comdr. H. Pybus, R.N.R. WEDNESDAY, 1st July, 1896

EMPEROR OF JAPAN, Comdr. G. A. Lee, R.N.R. WEDNESDAY, 22nd July, 1896

THE Steamship.

"KWEIYANG."

Captain Cuthbert, will be despatched as above on TUESDAY, the 9th inst.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 5th June, 1896. [1242]

PAQUEBOT POSTE FRANCAISE.

NOTICE.

STEAM FOR SINGAPORE, BATAVIA, COLON, PORT CHARLOTTE,

MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSSELLS, MEDITERRANEAN, BANAN AND BLACK SEA, PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

THE U.S. MAIL Steamship CITY OF NEW YORK, will be despatched to SAN FRANCISCO, VIA NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU, on SUNDAY, the 7th JUNE, 1896, at DAYLIGHT, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their Journey at any point on route.

Through Passages, Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

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